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ROLLING STOCK OUTPUT GAINS;
BRAKES. TANK CAR REPAIR DISCUSSED

In 1949 the output of gondola cars was 200 percent of the 1940 figure, and production of boxcars increased in comparison with 1940 by 460 percent.

In 1949 the Kryukovo Plant produced the first batch of gondola cars with metal sides instead of wooden sides. Another plant mastered the production of 35-ton dump cars.

In the Kryukovo and Dneprodzerzhinsk plants mass production of gondola cars with closed brake platforms has been organized. In the Ural Railroad Car Plant, boxcars are being equipped with covered brake platforms.

At present passenger cars being produced by transport-machine-building plants are exclusively all-metal cars.

The Riga Railroad Car Building Plant is building electric rail motor cars designed to operate on voltages of 1,500 and 3,000 volts.

Along with an increase in the output of rolling stock of types already adopted, production of passenger cars of new types, and also of freight cars for industrial transport (100-ton gondola cars, etc.), is being organized. The Plant imeni Yegorov, aside from hard-seated all-metal passenger cars, will begin production of soft-seated all-metal cars. In 1949 the first experimental mail cars with all-metal bodies appeared, and serial production of them is being organized. In the second half of 1950 the Lianozovo Plant will produce the first batch of baggage cars equipped with cantilever cranes for handling baggage.

Production of four-axle box cars was begun in 1948.

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Gudok, No 25, 26 Feb 50

The freight-car park is being supplemented with four-axle cars exclusively, including boxcars, flatcars, gondola cars, and tank cars. In 1949 production of half-cars with all-metal sides was begun. Hot coke can be loaded into these cars.

Track machinery stations are receiving, among other equipment, the SN-4 dump car.

Izvestiya, No 78, 1 Apr 50

The freight car shop of the Ulan-Ude Locomotive and Railroad Car Building Plant produced six cars above plan during March.

ACCENT ON US AIRBRAKES ATTACKED -- Gudok, No 14, 1 Feb 50

During the five-year plans radical changes have been made in the air brakes of USSR rolling stock. The freight-car park has been transferred to automatic brakes, and reliable Soviet automatic brakes have been developed. Equipping freight cars with Matrosov brakes has permitted an increase in train weights and speeds. Instead of the American Westinghouse engineer's valve handle, which is unsuitable for freight trains, the engineer's valve handle invented by Kazantsev has been installed in all freight locomotives.

The increase in train weights and speeds requires the creation of new types of brake equipment, and Soviet engineers are designing it. However, the new equipment is being introduced exceptionally slowly. The automatic brake department of the All-Union Scientific Research Institute of Railroad Transport has for a long time oriented the development of Soviet brake building on American practice, and has issued, among others, the following statements:

"The introduction of a new locomotive brake to replace the unsatisfactory existing equipment is of primary importance. The American type is strongly recommended."

"Work on the drying and cleaning of brake air is still poorly organized. For new locomotives we recommend that American practice be followed in full."

"In choosing the principal type of new brake, it is necessary first to establish whether there is a system suitable for our needs among the types of brakes existing in the USSR and among the better foreign brakes. The American AB brake is in principle the most suitable brake for us, although it does not satisfy some of our basic requirements. Moreover, the question arises of whether it is not possible to use the AB brake on USSR rolling stock in its purely American form on freight cars and with the elimination of the slow phase of the charging of the brake cylinder in emergency braking on passenger cars."

It is time to rectify the situation in regard to automatic brakes.

TANK CAR REPAIR PLANNING CRITICIZED -- Gudok, No 21, 17 Feb 50

Repair of tank cars is the basic function of the Borisoglebsk Plant. To fulfill this function, the plant has reorganized its operation radically. However, in January the plant received only about one half of the tank cars expected for repair, and since 1 February no tank cars have arrived.

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It cannot be said that there are no tank cars in the plant's territory. But some of these cannot be repaired because of technical conditions, and others cannot be dispatched because of a shortage of trucks. A third of the cars should be removed from the inventory because they cannot undergo repair; however, according to the instructions of the Main Railroad Car Administration of the Ministry of Transportation it is not permitted to consign to scrap an unfit frame if the tank is good or an unfit tank if the frame is good.

RAILROAD CAR DOOR COMPETITION EXTENDED -- Gudok, No 27, 3 Mar 50

The Main Commercial Administration of the Ministry of Communications announces, in connection with the requests of many inventors and efficiency experts, that the closing date of the competition for the design of removable and nonremovable railroad car doors announced in Gudok on 6 January has been postponed until 1 April 1950. Results of the competition will be published in Gudok in May 1950.

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